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CENTRAL INTELLIGENCE AGENCY

**INFORMATION REPORT**

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1. Between 8 a.m. and 1 p.m. on 7 November 1950 eight silver jet fighters with swept-back wings were seen west of the runway at the Alt Loennewitz (N 52/E 84) airfield. (1) There was no flying. The hangars were closed.
2. Two radio stations were seen. One was in the southern section of the landing field northwest of Alt Loennewitz and consisted of four metal masts arranged in a square with a small wooden cabin about 2 meters square in the center. The masts were about 8 to 10 meters high, about 12 meters apart, and were each braced by two guy wires with two insulators. No lead-in wire or antenna was seen. (2) The other radio station was about 250 meters north of kilometer stone 10.0 on the Torgau (N 52/E 64) - Marxdorf (N 52/E 84) road. It consisted of a metal mast about 10 meters high and a wooden cabin 4 meters square. The mast was braced at the top and in the middle by two guy wires each of which had two insulators. A cable about as thick as a man's thumb led from the middle of the mast to the wooden cabin. There was a telephone line leading from the radio station along the southern edge of the landing field toward the west. (3)
3. Four searchlights about 30 cm in diameter and 20 cm above the ground were set up on each side of the eastern end of the runway. They directed their light toward the west. (4) There were landing lights along the runway.
4. Ten units with a total strength of about 1,300 men, including a radio unit, assembled south of the hangars for the celebration of the October Revolution. The units were of different strengths, with about 300 men being the maximum. The radio unit was quartered in seven four-family houses east of the field, on the southern perimeter of Falkenberg (N 52/E 74).

(5) A truck with an extended rod antenna 5 to 6 meters long was standing in the yard of one of the houses. Passenger cars   which came from Falkenberg, moved to the field.

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5. Machine gun emplacements and foxholes were recently dug in the northwestern corner of the field. They were not occupied. Four temporary buildings about 2½ x 5 meters, which were not occupied or guarded but surrounded by a high wire fence, were south of the emplacements. East of the hangars was a fuel dump in which 10 containers, painted blue, were lying on the ground. Seven of the containers were about 3 meters long and 1 meter in diameter, and three were the size of tanks on railroad tank cars.
6. A single-engine plane which had apparently nosed over in an emergency landing lay on the southern edge of the landing field. The engine was removed. The sentries were withdrawn from the southern section of the landing field on the occasion of the celebration of the October Revolution. Holes for sentries were dug behind the board fence at irregular intervals. From the holes the sentries could put their heads under the fence and look along the road in both directions without being seen themselves.
7. On 8 November eight jet aircraft with swept-back wings were seen on the eastern edge of the field. (1) There were no more aircraft on the entire landing field or in front of the closed hangars. The following features were seen on the jet planes: vertical strut or partition in air intake, antenna mast slanting considerably to the rear with antenna leading to rudder assembly; individual planes had red sheet metal covers on air intake and air exhaust apertures; ladders were leaning against each plane at the left side of the nose; six planes had a small red flag at the nose; no antenna system was seen under the wings. (6) All aircraft had a light metal sheen [redacted] 25X1  
[redacted]
8. Four fuel trucks with a capacity of about 5,000 liters, a passenger car, and an ambulance were about 200 meters from the planes. There was no flying between 12:30 and 2:30 p.m. on 8 November although the weather was good.
9. No AA gun or radar set was seen at the field. (8) A wooden cabin, an open truck and behind them a small grid-like device were seen in the center of the southern section of the landing field. The type of the device could not be determined because of the poor visibility.
10. The radio station previously seen in the eastern extension of the runway was still there. It consisted of a radio mast, 6 to 8 meters high and braced on all sides, a wooden cabin 6 x 3 meters, and two small, semi-underground cabins just large enough for 10 to 12 men. Two wires supported by poles 2.5 meters high led from the radio cabin eastward to just in front of the railroad line where they were grounded. The last pole was not provided with sockets or wires for a connection. Both wires were connected before they led into the ground. (9)
11. The row of lamps previously seen extending along the southern edge of the runway as far as the radio station was still there. Three lamps, one close behind the other, were at the end of the runway. (9)

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- (1) The total number of Mig-15 jet planes is not known. Two fighter regiments and a fighter division headquarters are believed to be stationed in Alt Loennowitz.
- (2) The presence of the radio station, possibly an Adcock DF station, was previously reported [redacted] [redacted]
- (3) The radio station is possibly a homing beacon. It was previously reported [redacted] [redacted]
- (4) This indicates that the searchlights primarily illuminated the landing strip rather than the edges of the field.
- (5) [redacted] the fighter division headquarters. This indicates that the radio unit probably also belongs to the same headquarters.
- (6) [redacted]  
dipole antennae were possibly fitted under the wings of the Mig-15 jet planes. This has not been confirmed to date.
- (7) [redacted]
- (8) [redacted] Since a fighter division headquarters is stationed at the field the presence of a radar set is, however, believed probable. The location of the radar set has not been determined.
- (9) For location sketch of radio station and lamps, see Annex. The radio station is probably a homing beacon.

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